



# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA4 | Kilburn (Brent) to Old Oak Common

**Landscape report (LV-001-004)**

Landscape and visual assessment

November 2013

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CFA4 | Kilburn (Brent) to Old Oak Common

**Landscape report (LV-001-004)**

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## Department for Transport

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<b>1</b>	<b>Introduction</b>	<b>1</b>
<b>Part 1</b>	<b>Engagement with technical stakeholders</b>	<b>2</b>
<b>1</b>	<b>Introduction</b>	<b>2</b>
<b>Part 2</b>	<b>Environmental baseline report</b>	<b>3</b>
<b>1</b>	<b>Introduction</b>	<b>3</b>
<b>2</b>	<b>Landscape character assessment</b>	<b>3</b>
<b>3</b>	<b>Visual baseline</b>	<b>17</b>
<b>Part 3</b>	<b>Assessment matrices</b>	<b>53</b>
<b>1</b>	<b>Landscape assessment matrix</b>	<b>53</b>
<b>2</b>	<b>Visual assessment matrix</b>	<b>54</b>
<b>Part 4</b>	<b>Schedule of not significant effects</b>	<b>57</b>
<b>1</b>	<b>Temporary effects arising during construction</b>	<b>57</b>
1.2	Landscape assessment	57
1.3	Visual assessment	58
<b>2</b>	<b>Permanent effects arising during operation</b>	<b>60</b>
2.1	Landscape assessment	60
2.2	Visual assessment	61
<b>Part 5</b>	<b>References</b>	<b>66</b>

#### List of tables

<b>Table 1:</b> Stakeholder engagement	<b>2</b>
<b>Table 2:</b> Landscape assessment matrix	<b>53</b>

<b>Table 3: Visual assessment matrix</b>	<b>54</b>
<b>Table 4: Schedule of not significant landscape effects during construction</b>	<b>57</b>
<b>Table 5: Schedule of not significant visual effects during construction</b>	<b>58</b>
<b>Table 6: Schedule of not significant landscape effects during operation</b>	<b>60</b>
<b>Table 7: Schedule of not significant visual effects during operation</b>	<b>61</b>

**List of figures**

<b>Landscape character area figures 1-13:</b>	<b>4-16</b>
<b>Viewpoint figures 14-65</b>	<b>19-52</b>

# 1 Introduction

1.1.1 The landscape and visual appendices for the Kilburn (Brent) to Old Oak Common community forum area (CFA4) comprise:

- a summary of engagement with technical stakeholders (Part 1);
- an environmental baseline report (Part 2);
- assessment matrices (Part 3); and
- a schedule of not significant effects (Part 4).

1.1.2 Maps referred to throughout the landscape and visual appendix are contained in the Volume 5, Landscape and Visual Assessment Map Book.

# Part 1 Engagement with technical stakeholders

## 1 Introduction

1.1.1 This Section describes engagement that has been undertaken with technical stakeholders in relation to the landscape and visual assessment for CFA4.

Table 1: Stakeholder engagement

Stakeholder	Comment	Response
London Borough of Brent (LBB) July 2012	LBB was contacted by email and sent plans showing proposed viewpoints and details of the landscape and visual assessment methodology. LBB is in general agreement with viewpoints and photomontages proposed, depending on the position of the Salusbury Road ventilation shaft.	Proceed with viewpoints as sent out for consultation with minor modifications requested by LBB and resulting from site survey.
London Borough of Ealing (LBE) July 2012	LBE was contacted by email and sent plans showing proposed viewpoints and details of the landscape and visual assessment methodology. No response received.	Proceed with viewpoints as sent out for consultation with minor modifications resulting from site survey.
City of Westminster (CoW) August 2012	CoW was contacted by email and sent plans showing proposed viewpoints and details of the landscape and visual assessment methodology. Planning officers were unwilling to make specific comments at this stage but are in general agreement with viewpoints proposed.	Proceed with viewpoints as sent out for consultation with minor modifications resulting from site survey.
London Borough of Hammersmith and Fulham (LBHF) August 2012	LBHF was contacted by email and sent plans showing proposed viewpoints and details of the landscape and visual assessment methodology. LBHF is in general agreement with viewpoints and photomontages proposed.	Proceed with viewpoints as sent out for consultation with minor modifications resulting from site survey.
Royal London Borough of Kensington and Chelsea (RBKC) August 2012	RBKC was contacted by email and sent plans showing proposed viewpoints and details of the landscape and visual assessment methodology. RBKC is in general agreement with viewpoints and photomontages proposed and requested that an additional view from Kensal Green Cemetery was included.	Proceed with viewpoints as sent out for consultation with minor modifications resulting from site survey and additional views from Kensal Green Cemetery.
Natural England (NE) September 2012	NE responded with no specific comments relating to London. NE encourages local authorities to comment on viewpoints in their local communities and landscapes that are important to them.	The Greater London Authority and the London boroughs affected by the Proposed Scheme were contacted.
Greater London Authority (GLA) September 2012	Initial meeting held 27 September 2012 and e-mail response was received 24 October 2012. Recommendation to follow the full assessment process described in the London View Management Framework (LVMF) 2012 Supplementary Planning Guidance <sup>1</sup> . Strategic viewpoints were agreed and are to be included in the assessment as baseline information and verified photomontages.	Included photomontages from Primrose Hill, Greenwich Park and Blackheath Point in the assessment. Photographs only from Parliament Hill (in the Camden Town and HS1 Link area (CFA2)).

<sup>1</sup> Greater London Authority(2012), *The London View Management Framework Supplementary Planning Guidance*

# Part 2 Environmental baseline report

## 1 Introduction

- 1.1.1 This section describes the baseline for landscape character areas (LCA) and visual assessment viewpoints located within the Kilburn (Brent) to Old Oak Common study area. A summary of the landscape and visual baseline is provided in Volume 2, CFA Report 4, Kilburn (Brent) to Old Oak Common, Section 9. The LCA maps LV-02-06 to LV-02-11 (Volume 5, Landscape and Visual Assessment Map Book), which are based on an aerial photograph, also help to provide an overview of the character of the area, illustrating the pattern of development, distribution of open spaces and spread of vegetation.
- 1.1.2 This section is organised as follows:
- information on each LCA identified within the study area, including a description of the area and an analysis of the condition, tranquillity, value and sensitivity of each LCA. These are ordered from south to north along the route of the Proposed Scheme;
  - information on the nature of the existing views towards the Proposed Scheme from identified representative visual assessment viewpoints, during both winter and summer, and day time and night time where relevant. These are ordered from south to north along the route of the Proposed Scheme; and
  - future baseline conditions are also described.

## 2 Landscape character assessment

- 2.1.1 The LCA have been determined with reference to a number of published studies, at the national and Greater London. Those of relevance to the study area are described below:
- the Proposed Scheme study area lies in the Hampstead Ridge Natural Landscape Area<sup>2</sup>, which summarises the character of the area as containing (largely) Victorian terraced housing surrounding the historic settlement cores, with prominent rail and road infrastructure and extensive industrial and modern residential development. Open spaces include Wormwood Scrubs, Regent's.
- 2.1.2 Descriptions of all the LCA identified within the study area are provided below. The LCA are shown on Maps LV-02-06 to LV-02-11 (Volume 5, Landscape and Visual Assessment Map Book). A summary description of the LCA most likely to be affected is included in Volume 2, CFA Report 4, Kilburn (Brent) to Old Oak Common, Section 9.
- 2.1.3 Where LCA are located across boundaries between other CFA (i.e. Kilburn (Brent) to Old Oak Common (CFA4) and Northolt Corridor (CFA5)) the baseline descriptions for these LCA are reported in each CFA section in their entirety.

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<sup>2</sup> Alan Baxter, Sheils Flynn, (2011), *London's Natural Signatures: The London Landscape Framework*, Natural England

## **Paddington Cemetery and 19th Century/Pre-war Residential LCA**

Paddington Cemetery was founded in 1855 and is 11ha in area. The architect and planner was Thomas Little (1802-1859). The cemetery is laid out around a regular arrangement of paths in a horseshoe shape. Many of the trees now growing in the park date from the original planting scheme. Species include oak, ash and horse chestnut. The cemetery makes up most of the Paddington Cemetery Conservation Area which also includes part of Willesden Lane and a number of adjacent buildings, built at the same time as the cemetery and using the same materials. Around the cemetery on all sides is a homogeneous area of late 19th century housing laid out on a regular grid street pattern. The houses are two storeys high, with bay windows, small front gardens and were built in brick, render and pebble dash. The streets and front gardens are generally too narrow for street trees or other planting. The character of this area is illustrated in Figure 1.

### **Landscape condition**

The character area is generally well maintained: the houses in the residential streets are in good repair and decorative order. The cemetery and its associated buildings and monuments are also well maintained. The overall landscape condition is good.

### **Tranquillity**

The cemetery contains and is surrounded by mature trees and shrubs. There is only one entrance, which is closed at dusk, and consequently the cemetery has an atmosphere of quiet and seclusion. The surrounding residential streets receive the level of traffic to be expected in an inner city area. Hence overall, the area has a medium tranquillity.

### **Landscape value**

The cemetery and its surrounding residential streets are valued by local residents. The cemetery and some streets are in a conservation area. The cemetery is classified as Metropolitan Open Land (MOL). The overall landscape is of regional value.

### **Sensitivity**

Due to the good condition, medium tranquillity and regional landscape value of the character area, it has a high sensitivity to change.

Figure 1: Paddington Cemetery and 19th Century/Pre-war Residential LCA Date taken: 15 August 2012. 35mm lens



## Kilburn Lane and Carlton Vale Post-war Residential and Community LCA

The LCA lies in a Major Estates Regeneration Area and includes the South Kilburn Conservation Area. The area around Carlton Vale has been extensively redeveloped since 1945 with housing in a mixture of styles, including high and low rise flats in generous open space. The east end of Kilburn Lane is a busy high street, lined by shops at ground floor level with flats above. The shops are largely occupied by independent retailers. The high street character is weakened at the junction of Kilburn Lane and Salusbury Road with a one-way system around the post-war Cullen House and The Falcon public house. The character of this area is illustrated in Figure 2.

### Landscape condition

The LCA is generally well maintained; the streets are clean and much of the housing stock is in good repair. Kilburn Lane is slightly run-down in appearance with much street clutter in the form of signage, bollards, bins and ticket machines. The open space and landscapes surrounding the residential blocks are reasonably well maintained. The overall landscape condition is fair.

### Tranquillity

Carlton Way and Kilburn Lane are busy roads, with high levels of through traffic. The open spaces around the tower and blocks of flats in the LCA are largely without fencing or vegetation. Pedestrians use the networks of footways throughout the estates. Hence overall, the area has a low tranquillity.

### Landscape value

A third of the area, to the north-east, is in the conservation area and includes a number of buildings and streets of architectural interest. Due to the presence of a major road and the mixed quality and style of development elsewhere, however, overall the landscape is of local value.

### Sensitivity

Due to the fair condition, low tranquillity and local landscape value of the LCA, it has a medium sensitivity to change.

Figure 2: Kilburn Lane and Carlton Vale Post-war Residential and Community LCA Date taken: 15 August 2012. 35 mm lens



## West Kilburn 19th Century Residential LCA

The area south of Kilburn Lane was largely developed in the 19th century. It is an area of high density residential development, laid out predominantly on a grid pattern with two and three storey houses, narrow streets, small front gardens and street trees. The houses are attractively designed, with lively architectural detailing. They are mostly built in a mixture of red and yellow London bricks. The Queen's Park Estate Conservation Area is in the south of the character area; the estate was built by the 'Artizans, Labourers and General Dwellings Company' in 1875 and onwards by the developer Austin. There is a small tree lined park on Ilbert Street. The character of this area is illustrated in Figure 3.

### Landscape condition

The LCA is generally well maintained; the streets are clean and most of the housing stock is in good repair. The overall landscape condition is good.

### Tranquillity

The surrounding residential streets receive the level of local traffic to be expected in an inner city area but no through traffic. The dense development means that pedestrians move through the area throughout the day. There are occasional street trees but little enclosure provided by vegetation. Hence overall, the area has a medium tranquillity.

### Landscape value

The area is a homogenous area of distinctive and largely intact 19th century housing with few detracting elements. It includes the Queen's Park Estate Conservation Area. Consequently the landscape is of borough value.

### Sensitivity

Due to the good condition, medium tranquillity and borough landscape value of the LCA, it has a high sensitivity to change.

Figure 3: West Kilburn 19th Century Residential LCA Date taken: 15 August 2012. 35 mm lens



## Queen's Park and 19th Century/Pre-war Residential LCA

The LCA includes the Queen's Park Conservation Area. Queen's Park is a 12ha park, managed by the City of London. It was named in honour of Queen Victoria's Golden Jubilee and opened in 1887. It serves one of the most densely populated parts of London and is surrounded by residential development of mainly Victorian and Edwardian, two and three storey terraced housing in brick, stone and stucco, laid out on a geometric grid; the houses have small front gardens and there are street trees in the footways. Salusbury Road is a busy high street, lined by shops including a wide mix of independent retailers at ground floor level with flats above. The entrance to Queen's Park underground and overground station is on Salusbury Road. The London Overground and WCML railway corridor runs along the southern boundary of the LCA; the station and tracks are lower lying than the land to the north, but Queen's Park Station, the overhead line equipment, the signal box and other structures associated with the railway are evident from within a small part of the LCA. The character of this area is illustrated in Figure 4.

### Landscape condition

The LCA is generally well maintained; the streets are clean and most of the housing stock is in good repair. The overall landscape condition is good.

### Tranquillity

The surrounding residential streets receive the level of local traffic to be expected in an inner city area, but little through traffic. Queen's Park is well used by local residents throughout the day; perimeter vegetation gives it a secluded character, separate from the densely developed urban area around. The station and the shops and businesses on Salusbury Road generate a high pedestrian footfall and there is a high level of through traffic. The road, however, is on the edge of the LCA and hence overall, the area has a medium tranquillity.

### Landscape value

The area is a homogenous area of 19th century housing with few detracting elements. The LCA includes a conservation area, which contributes to a landscape of borough value.

### Sensitivity

Due to the good condition, medium tranquillity and borough landscape value of the character area, it has a high sensitivity to change.

Figure 4: Queen's Park and 19th Century/Pre-war Residential LCA Date taken: 15 August 2012. 35 mm lens



## Kensal Green and St Mary's Cemeteries LCA

Founded in the 1830s, the two cemeteries are classified as areas of MOL. They are Nature Conservation Areas of Metropolitan Importance and are Grade 2\* listed (English Heritage register of parks and gardens of special historic interest). The western cemetery lies in the St Mary's Conservation Area (within the LBHF) and the eastern lies in Kensal Green Cemetery Conservation Area (within the RBKC). The cemeteries contain 19th and early 20th century mausolea and graves of great architectural and historical interest. Kensal Green Cemetery was opened in 1833; the landscape designs were by Richard Forrest, head gardener at Syon Park, in the landscape style. He was probably influenced by the Père-Lachaise Cemetery in Paris and the writings of JC Loudon. The character of this area is illustrated in Figure 5.

### Landscape condition

The perimeter wall and many of the graves and monuments are in need of repair but the landscape is regularly maintained. The overall landscape condition is good.

### Tranquillity

There are trees and woodland throughout the cemeteries which screen them from the densely developed urban area around. The landscape management of the cemeteries has created a rich habitat for wildlife – the sound of birdsong can be heard above background traffic noise. The cemeteries are dark at night, though there is light spill from the street lights in the surrounding area. They are secluded with an air of restfulness; there are, however, major infrastructure routes nearby and there is a steady stream of people coming to the cemeteries to attend funerals and visit the graves of family, friends and figures of historical interest. Hence, the area has a medium tranquillity.

### Landscape value

The cemeteries are listed and classified as MOL and hence are valued at regional level.

### Sensitivity

Due to its good condition, medium tranquillity and regional landscape value, this LCA has a high sensitivity to change.

Figure 5: Kensal Green and St Mary's Cemeteries LCA Date taken: 15 August 2012. 35 mm lens



## Acton Community and Institutional Use LCA

Her Majesty's Prison Wormwood Scrubs, south of the Old Oak Common and North Pole depots, is a largely 19th century, imposing institution, comprising a number of buildings surrounded by a brick high wall and security fencing. It has a strong influence on the character of the LCA. The neighbouring Hammersmith Hospital is on a densely developed site with buildings up to 11 storeys high constructed at different times and in brick, concrete, steel and glass. The land around the hospital is mainly hard surfaced for roads, footpaths and parking. The large scale developments of the prison and hospital contrast with the smaller scale of the housing development in the adjacent LCA. The character of this area is illustrated in Figure 6.

### Landscape condition

The maintenance of the area is limited to strictly necessary operations. The institutions are heavily used and hence the external areas look worn. The overall landscape condition is fair.

### Tranquillity

The embankment between the Old Oak Common and North Pole depots and Wormwood Scrubs screens most of the activity taking place in the depots from the LCA. Du Cane Road to the south is busy and there is constant activity on the sites. Overall, the area has a low tranquillity.

### Landscape value

The area is of local landscape value due to its utilitarian character and heavy use.

### Sensitivity

Due to its fair condition, low tranquillity and local landscape value of the character area, it has a low sensitivity to change.

Figure 6: Acton Community and Institutional Use LCA Date taken: 15 August 2012. 35 mm lens



## **Wormwood Scrubs Open Space LCA**

Wormwood Scrubs, on the southern boundary of the Old Oak Common and North Pole Railway depots, is the largest open space in the area (65ha). The remnant of Old Oak Common, in the north-west corner of the park, is registered common land. The open space includes trees, woodland planting, wildflower meadows and areas of short grass for formal sports. Gantry, overhead line equipment, train sheds, lighting columns and other infrastructure elements in the depot are visible over the partially wooded embankment on the boundary between the depot and the open space. Wormwood Scrubs has an extensive, open feel, with long views looking east towards the City. Planting around its western end gives it a sense of seclusion and birdsong is clearly audible here above the background noise, despite the close proximity of the surrounding transport infrastructure. Little Wormwood Scrubs (9ha) is a smaller space to the south-east of the depot. It feels enclosed with housing on two sides and a railway embankment on its north side, separating the space from the North Pole depot and the Great Western Main Line (GWML) tracks. It has the character of an urban park, with play areas, exercise trails and ornamental planting. The character of this area is illustrated in Figure 7.

### **Landscape condition**

Wormwood Scrubs and Little Wormwood Scrubs open spaces are maintained for amenity and biodiversity. The overall landscape condition is fair.

### **Tranquillity**

Railway embankments and planting enclose much of the two open spaces and the western end of Wormwood Scrubs feels almost rural, however, the activity generated by the GWML and the Old Oak Common and North Pole depots is apparent in both spaces. Overall the LCA has a medium tranquillity.

### **Landscape value**

The two open spaces largely serve the local community but Wormwood Scrubs is designated as MOL and hence the landscape is of borough value.

### **Sensitivity**

Due to its fair condition, medium tranquillity and borough landscape value, this LCA has a high sensitivity to change.

Figure 7: Wormwood Scrubs Open Space LCA Date taken: 15 August 2012. 35 mm lens



## East Acton Residential LCA

There is an extensive area of residential development south of the Old Oak Common and North Pole depots; the Old Oak Estate (part of the Old Oak and Wormholt Conservation Area) is a London County Council development dating from 1911 onwards. It largely comprises two-storey red brick houses arranged around greens and communal gardens. The landscape setting was designed and laid out at the time the estate was built. The area has been sympathetically maintained over the years and has retained, largely intact, its strong arts and crafts character. West of the London Underground Central Line and East Acton Station, there is an estate of interwar houses, mainly two storey, semi-detached and terraced, in brick, stucco and pebble-dash. The houses have front gardens and the streets in the LCA are lined with mature trees including London plane. The character of this area is illustrated in Figure 8.

### Landscape condition

The residential areas are fairly well maintained, though there are examples of unkempt gardens and fly tipping. The overall landscape condition is fair.

### Tranquillity

The embankments and buildings around the Old Oak Common Depot screen much of the activity taking place there from surrounding residential areas. The extensive transport infrastructure elsewhere in the area is a source of activity. Hence overall the area has a low tranquillity.

### Landscape value

The area includes part of the Old Oak and Wormholt Conservation Area and is of borough landscape value.

### Sensitivity

Due to its fair condition, low tranquillity and borough landscape value, this LCA has a high sensitivity to change.

Figure 8: East Acton Residential LCA Date taken: 15 August 2012. 35 mm lens



## Old Oak Common Depot and Surrounding Transport Infrastructure LCA

The Old Oak Common Depot area encompasses a number of rail depots, including the Heathrow Express First Great Western GWML, North Pole and Crossrail depots, and the GWML railway corridor. The area is generally flat and at a lower level than the surrounding land to the west. Native species trees and scrub grow on the embankment separating the depot area from Wormwood Scrubs open space to the south, along the western boundary and between the depot and the Grand Union Canal along the northern boundary. The canal is designated a conservation area by LBHF. There are residential moorings by the northern bank of the canal. The depot area contains overhead line equipment, lighting columns, track, industrial buildings, offices and car parking. There are long train maintenance sheds east of Wells House Road and along the southern boundary with Wormwood Scrubs. The depot area is surrounded by an intricate arrangement of transport infrastructure with road and railway lines on viaducts and bridges. The character of this area is illustrated in Figure 9.

### Landscape condition

The area is poorly maintained, with fly tipping and litter evident. Vegetation tends to be native species scrub, naturally regenerated; dominant species include sycamore, buddleia, bramble and elder. Security fencing, in many different styles, is present throughout the LCA. The overall landscape condition is poor.

### Tranquillity

The canal and tow path feels relatively sheltered from the activity of the depot. Generally, however, this area has a low tranquillity, due to the extensive rail and road network and resulting activity and the lack of screening structures and vegetation.

### Landscape value

The canal and tow path are part of the Grand Union Canal Conservation Area but the surrounding area, which has a strong influence on the character of the canal in this location, is not. The towpath is used by long distance and local cyclists and walkers. Overall, the landscape is therefore of local value.

### Sensitivity

Due to the poor condition, low tranquillity and local landscape value of the LCA, it has a low sensitivity to change.

Figure 9: Old Oak Common Depot and Surrounding Transport Infrastructure LCA Date taken: 15 August 2012. 35 mm lens



## Old Oak Common Residential LCA

Housing in this area is surrounded by railway lines, roads and industrial development. Wells House Road, west of the Old Oak Common Depot area and Old Oak Common Lane is a triangular shaped, Edwardian development of two and three storey houses. The London Overground, GWML and Cricklewood to Acton Wells Line pass on the western side of Wells House Road. The London Underground Central Line and the Acton and Northolt Line run through a triangular shaped area of railway land to the south. This has become vegetated with self-sown trees, shrubs and grasses. Shaftesbury Gardens, a development of three and four storey flats of modern construction and Midland Terrace, an Edwardian terrace, are also west of the depot, but separated from it by Old Oak Common Lane and the London Overground. Shaftesbury Gardens is set in a communal landscape with trees, ornamental shrubs and lawns. There are three tree-lined and fenced open spaces on Victoria Road, one containing play equipment for small children. The character of this area is illustrated in Figure 10.

### Landscape condition

The area is well used and worn in places, but is relatively well maintained. The overall landscape condition is fair.

### Tranquillity

There is no through traffic in the residential streets in the LCA and consequently they have a secluded character. The close proximity of the depot and the presence of major road and rail infrastructure, however, mean that this area has a low tranquillity.

### Landscape value

Due to busy roads and the mixed quality and style of development in the LCA, the overall landscape is of local value.

### Sensitivity

Despite the fair condition and low tranquillity of the area, its residential nature and secluded character means that this area has a medium sensitivity to change.

Figure 10: Old Oak Common Residential LCA Date taken: 6 June 2013. 35 mm lens



## North Acton Industrial and Commercial Zone LCA

This character area lies partly in this CFA and partly in the Northolt Corridor area (CFA5). The extensive area between Old Oak Common and Ealing is dominated by steel-clad sheds, housing a variety of industrial and commercial uses such as car sales, car maintenance, waste management, warehousing and light industry. Many of the businesses are small enterprises occupying units in a number of small industrial estates. The sheds are generally surrounded by hard standing used for parking and storage of materials. The layout and pattern is irregular and large scale. There is little vegetation apart from scrub growing on railway land. Numerous railway corridors pass through or around the LCA, including the GWML, the WCML, the London Overground the Acton to Northolt Line, the London Underground Central Line and the Cricklewood to Acton Wells Line at ground level or on embankment. There is a travellers' site at the end of Bashley Road. The character of this area is illustrated in Figure 11.

### Landscape condition

There is a wide variety in the level of maintenance in the areas; some in light industrial use are very poorly maintained whereas those visited by the public, such as for car sales, are better maintained. The overall landscape condition is fair.

### Tranquillity

Despite the prevalence of transport infrastructure, activity generated by traffic movements is partly screened by the large warehouses and other buildings in the area. The relatively high volumes of road and rail traffic result in a low overall tranquillity.

### Landscape value

The area has limited landscape value due to its functional industrial use, with commonplace elements and features.

### Sensitivity

Due to fair condition, low tranquillity and limited landscape value, this LCA has a low sensitivity to change.

Figure 11: North Acton Industrial and Commercial Zone LCA Date taken: 15 August 2013. 35 mm lens



## Old Oak Lane and Willesden Residential LCA

This is a densely developed area of late 19th and 20th century terraced housing which lies between the Willesden Euro Terminal, the Grand Union Canal, an area of railway sidings and the WCML railway corridor. It includes the Old Oak Lane Conservation Area. Cranes in the Willesden Euro Terminal in the adjoining LCA to the west are visible from the LCA. The housing is largely two storeys high, built in yellow and red brick with bay windows and stucco elements. The streets are laid out on a grid pattern with small front gardens and few street trees. The two and three storey terraced houses in the Old Oak Lane Conservation Area were built in 1889 by the London and North West Railway Company for its employees. The survival of Old Oak Lane Estate in more or less its original form as a planned workers' development is a rarity in London; most were destroyed in the second world war or during post-war slum clearance. The character of this area is illustrated in Figure 12.

### Landscape condition

The residential areas are fairly well maintained, though there are examples of unkempt gardens and litter lying on the ground. The overall landscape condition is fair.

### Tranquillity

Only local traffic uses the residential streets but the extensive and busy transport infrastructure elsewhere in the LCA is a source of activity. Hence overall the area has a low tranquillity.

### Landscape value

The area includes part of the Old Oak Lane Conservation Area but most of the LCA is not in the conservation area and hence overall, the LCA is of local landscape value.

### Sensitivity

Due to fair condition, low tranquillity and local landscape value, this LCA has a medium sensitivity to change.

Figure 12: Old Oak Lane and Willesden Residential LCA Date taken: 19 October 2012. 35 mm lens



## Acton Cemetery LCA

Acton Cemetery was opened in 1895 but by 1903 the site was divided by the LUCL running east/west; the two parts of the cemetery are connected by a metal footbridge. The cemetery is designated as Community Open Space by the LBB. The cemetery is surrounded by industrial estates on three sides and residential properties on the fourth, to the south-west. The busy A40 and local roads together with the industrial estates surrounding it isolate the cemetery from the wider area. The cemetery boundaries are lined with mature vegetation as well as sections of brick wall. There are trees distributed across the cemetery and two prominent chapels located at its southern end. A separate footpath runs at a slightly lower level along the northern boundary of the railway corridor. The railway line is located in a deep cutting with variable tree cover. The character of this area is illustrated in Figure 13.

### Landscape condition

The cemetery is appropriately maintained for its heritage importance and its open space value. The overall landscape condition is good.

### Tranquillity

There are several mature trees within the cemetery and its borders are lined with vegetation, screening it from the surrounding industrial development. There is a busy road adjacent to the eastern boundary and the railway line bisects the cemetery. Within the London context, and given the use of the site, it is comparatively peaceful but overall, the area has a low tranquillity.

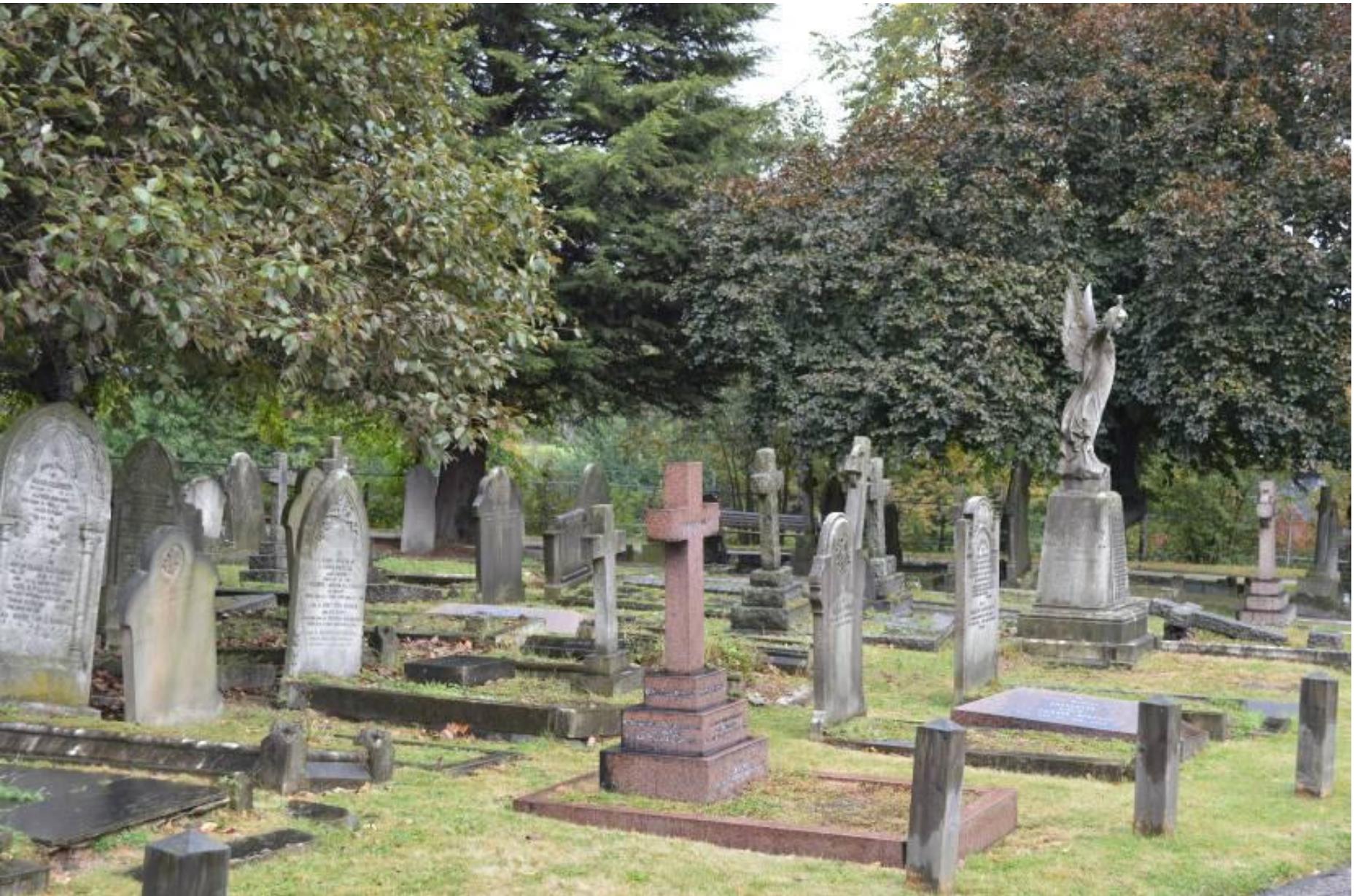
### Landscape value

The area is a landscape of local significance, providing an open space that serves the local community.

### Sensitivity

Due to the good condition, low tranquillity and local value, this LCA has a medium sensitivity to change.

Figure 13: Acton Cemetery LCA Date taken: 26 June 2012. 35 mm lens



## 3 Visual baseline

- 3.1.1 Descriptions of the identified representative viewpoints are provided below. The viewpoints are shown on Maps LV-07-006 to LV-07-011 and LV-08-006 to LV-08-011 (Volume 5, Landscape and Visual Assessment Map Book). For each viewpoint, the first part of the baseline description relates to the view during winter, the second part relates to the summer view for viewpoints considered in the operational assessment and, where relevant, the third part relates to the view at night-time.
- 3.1.2 Photographs have been included to represent the view from visual receptors during winter and, where relevant, summer. For some visual receptors, no appropriate location from which to capture a representative photograph of the view was available, therefore no photograph has been included and the assessment has been undertaken based on professional judgement.
- 3.1.3 The number identifies the viewpoint locations which are shown on Maps LV-07-006 to LV-03-011 and LV-08-006 to LV-04-011 (Volume 5, Landscape and Visual Assessment Map Book). In each case, the middle number (xxx.x.xxx) identifies the type of receptor as follows:
1. protected views - these relate to those viewpoints, panoramas and viewing corridors that have been designated by local authorities or other relevant stakeholders. Protected views have a high sensitivity to change. No specific protected views have been identified within the study area, though the conservation area appraisal for St Mary's Cemetery confirms the need to protect important views from the cemetery.
  2. residential views – these have a high sensitivity to change, as attention is often focused on the landscape surrounding the property, rather than on another focused activity (as will be the case in predominantly employment or industrial areas).
  3. recreational views – these receptors (apart from those engaged in active sports) generally have a high sensitivity to change, as attention is focused on enjoyment of the landscape. Tourists engaged in activities whereby attention is focused on the surrounding landscape or townscape also have a high sensitivity to change.
  4. transport views - Travel through an area is often the means by which the greatest numbers of people view the landscape. Because of the glimpsed nature of the view from trains or vehicles, people travelling through an area on main roads have a low sensitivity to change. People travelling through urban areas (including pedestrians where the focus is not in recreation) generally have a low sensitivity to change although in residential areas this increases to medium.
  5. hotels and healthcare institutions - People staying in hotels and healthcare institutions have periods of time when their attention may be focused on the landscape, whilst at other times attention is more likely to be focused on other activities. Based on the level of interaction with the surrounding landscape, these receptors have a medium sensitivity to change.
  6. employment - people at work and within educational institutions are the least sensitive receptors, as their attention is likely to be focused on their work activity. These receptors have a low sensitivity to change.
  7. active sports - people engaged in active sports have a low sensitivity to change as their attention is likely to be focused on their activity.

## **Viewpoint 011.2.001: View west from Albert Road and Denmark Road**

This viewpoint is representative of views from high rise dwellings on Albert Road and Denmark Road.

### **Winter**

The foreground view, from the 13 storey flats off Albert Road and Denmark Road, is occupied by three storey dwellings, the Falcon public house and the gyratory road connecting Salusbury Road, Carlton Vale and Kilburn Lane. The public car park is visible in the middle distance with the WCML and London Overground rail corridor visible in the background of the view to the north.

Due to no publicly accessible location being available, it has not been possible to capture a photograph from this viewpoint.

### **Summer**

In summer the view is largely unchanged due to the limited areas of vegetation in the view.

## Viewpoint 011.4.002: View west from Carlton Vale

This viewpoint is representative of the view of pedestrians from the street at the junction of Carlton Vale and Fernhead Road.

### Winter

This view (illustrated in Figure 14) shows Carlton Vale and The Falcon public house in the foreground of the view. The flats at Premier Corner, the London Underground Limited (LUL) office building and a public car park are visible in the middle distance behind the public house.

### Summer

In summer (illustrated in Figure 15) the view is largely unchanged because, although there are trees and shrubs on the left and right of the photograph in the foreground, they only screen a small proportion of the middle ground and background of the view.

Figure 14: Viewpoint 011.4.002 – winter view Date taken: 30 January 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 15: Viewpoint 011.4.002 – summer view Date taken: 1 July 2012. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 012.2.001: View south-west from Brondesbury Road and Brondesbury Villas**

This viewpoint is representative of views from two storey houses on Brondesbury Road and Brondesbury Villas.

### **Winter**

The back gardens of the houses on Brondesbury Road and the road and footpaths along Brondesbury Villas are visible in the foreground of the view. A long railway carriage shed in the WCML and London Overground railway corridor to the south screens longer views from the ground floors of the houses on Brondesbury Villas. Garden fences and vegetation growing in gardens screens or filters longer views from the houses in Brondesbury Road. The bridge over Salusbury Road is visible in the middle ground of the view and the roof of Queen's Park Station is visible in the background.

Due to no publically accessible location being available, it has not been possible to capture a winter or summer photograph.

### **Summer**

In summer the view is largely unchanged due to the limited areas of vegetation growing in back gardens and the railway corridor.

## Viewpoint 011.4.003: View north-west from Saltram Crescent

This viewpoint is representative of the view of pedestrians from the junction of Saltram Crescent and Fernhead Road.

### Winter

This view (illustrated in Figure 16) from the street shows the junction of Saltram Crescent and Fernhead Road in the foreground. Pollarded trees line the street and brick walls define the property boundaries. High rise residential blocks are visible in the middle distance, with the spire of St Luke's Church in the background of the view.

### Summer

In summer (illustrated in Figure 17) the middle ground and background views are screened by the street trees in the foreground of the view.

Figure 16: Viewpoint 011.4.003 – winter view Date taken: 30 January 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 17: Viewpoint 011.4.003 – summer view Date taken: 1 July 2012. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 013.2.001: View west from Salusbury Road/Albert Road Junction**

This view is representative of the view from the street and the three storey flats in Cullen House dwellings on Salusbury Road.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

### **Winter**

The view shows Premier Corner in the foreground and a public car park, public lavatories, an LUL office building, a vacant factory and boundary fencing in the middle ground. Properties in Harvist Road are visible in the background of the view. The clutter of signage and street furniture along the road and the neglected appearance of the car park and buildings in the foreground are detracting elements in the view.

### **Summer**

The summer view (illustrated in Figure 18), shows that there is little screening vegetation and hence the summer view is similar to the winter view.

Figure 18: Viewpoint 013.2.001 – summer view Date taken: 15 August 2013. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 013.2.002: View north from Kilburn Lane**

This view is representative of the view from flats above shops on Kilburn Lane.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

### **Winter**

The view shows the junction of Kilburn Lane and Premier Corner in the foreground and the LUL office building surrounded by chain link fencing in the middle ground, with the public car park and public lavatories beyond. The clutter of signage and street furniture along the road and the neglected appearance of the buildings, fencing and the car park are detracting elements in the view.

### **Summer**

The summer view (illustrated in Figure 19), shows that there is little screening vegetation and hence the summer view is similar to the winter view.

Figure 19: Viewpoint 013.2.002 –summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 012.3.002: View south from Paddington Cemetery

This view is representative of the view from Paddington Cemetery.

### Winter

This view (illustrated in Figure 20) looking south from the cemetery show the graves and ornamental planting in the foreground and middle ground of the view. Houses in Tennyson Road are visible on the left of the photograph. Background views are filtered through a dense screen of mature tree planting within the cemetery. There are no long views out of the cemetery from this location.

### Summer

In summer (illustrated in Figure 21) the trees growing in the cemetery screen most of the houses in Tennyson Road and the middle ground and background views of the cemetery.

Figure 20: Viewpoint 012.3.002 – winter view Date taken: 30 January 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 21: Viewpoint 012.3.002 – summer view Date taken: 1 July 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 013.4.003: View east from Kilburn Lane

This view is representative of the view of pedestrians from Kilburn Lane.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

### Winter

This view taken from the street shows the LUL offices, boundary fencing and shops, with residential accommodation above, on Kilburn Lane in the foreground. Cullen House (the three storey flats) on Premier corner and the Falcon Public House are visible in the middle distance. The two residential towers in the area north of Salusbury Road can be seen in the background of the view. The clutter of signage and street furniture along the road and the neglected appearance of the LUL offices and boundary fencing are detracting elements in the view.

### Summer

The summer view (illustrated in Figure 22), shows that there is little screening vegetation and hence the summer view is similar to the winter view.

Figure 22: Viewpoint 013.4.003 – summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 013.4.004: View north from Portnall Road

This view is representative of the view of pedestrians from Portnall Road.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

### Winter

This view taken from the street, shows Portnall Road in the foreground and Kilburn Lane and LUL office building in the middle distance, in a view framed by the houses in Portnall Road. A disused factory east of Claremont Road (behind the bus) can be seen in the background. Trees growing in the footway partially screen the view. The clutter of signage and street furniture along the road and the neglected appearance of the LUL offices, the factory and fencing are detracting elements in the view.

### Summer

The summer view (illustrated in Figure 23), shows that, apart from the tree, there is little screening vegetation and hence the summer view is similar to the winter view.

Figure 23: Viewpoint 013.4.004 – summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 014.4.001: View south from Salusbury Road

This view is representative of the view from Salusbury Road.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

### Winter

This view shows the Salusbury Road bridge over the WCML and the London Overground railway corridor in the foreground. There are hoardings on the bridge and along the northern boundary of the car park, visible in the middle distance. There are two trees growing in the car park but these screen only a small proportion of the view. Premier Corner, the LUL office building and the shops and flat above on Kilburn Lane can be seen in the background of the view. The hoardings and the neglected appearance of the LUL offices, the factory and the car park are detracting elements in the view.

### Summer

The summer view (illustrated in Figure 24), shows that there is little screening vegetation and hence the summer view is similar to the winter view.

Figure 24: Viewpoint 014.4.001 – summer view Date taken: 15 August 2012. Nikon D3200 50mm lens (stitched panorama)



## Viewpoint 014.2.002: View east from Claremont Road

This view is representative of the view from dwellings in Claremont Road.

### Winter

The view (illustrated in Figure 25), taken from the street shows an existing building (a former print works) in the foreground. The neglected appearance of the vacant building and the boundary fencing are detracting elements in the view. Self-sown sycamore trees have established along the site boundary.

### Summer

In summer (illustrated in Figure 26), the view is partly screened by leaves on the deciduous vegetation growing on the site boundary.

Figure 25: Viewpoint 014.2.002 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 26: Viewpoint 014.2.002 – summer view Date taken: 19 October 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 014.2.003: View south-east from Harvist Road

This view is representative of the view from houses in Harvist Road.

### Winter

The view, from houses and back gardens of the three story houses on Harvist Road is of back garden vegetation and boundary fencing in the foreground, with the railway carriage sheds, signal boxes and platform roofs of Queens Park Station visible beyond.

Due to no publically accessible location being available, it has not been possible to capture a winter or summer photograph.

### Summer

In summer the view of the railway carriage sheds, signal boxes and platform roofs of Queen's Park Station is further screened by intervening garden vegetation.

## Viewpoint 014.3.004: View south-east from Queen's Park

This view is representative of the view from Queen's Park.

### Winter

The view (illustrated in Figure 27), shows the lawns of the park in the foreground, with the perimeter trees in the middle distance. The houses on Harvist Road and Kingswood Avenue are visible through the trees in the background of the view.

### Summer

In summer, the view (illustrated in Figure 28) is further screened by leaves on the deciduous vegetation growing around on the park perimeter. The houses on Harvist Road and Kingswood Avenue are almost completely screened from view.

Figure 27: Viewpoint 014.3.004 – winter view Date taken: 20 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 28: Viewpoint 014.3.004 – summer view Date taken: 19 October 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 015.3.001: View west from Dissenters' Chapel at Kensal Green Cemetery

This view is representative of the view from the Dissenters' Chapel.

### Winter

The view (illustrated in Figure 29), shows the cemetery memorials, monuments and vegetation in the foreground with industrial development discernible through the trees growing in the cemetery in the distance. The Old Oak Common Depot is 1.5km from this viewpoint and hence any views of the depot are distant and are filtered through the trees growing in the cemetery and the intervening urban development.

### Summer

In summer views, apart from the foreground view, are further screened by leaves on the deciduous vegetation growing in the cemetery (illustrated in Figure 30).

Figure 29: Viewpoint 015.3.001– winter view Date taken: 20 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 30: Viewpoint 015.3.001– summer view Date taken: 22 August 2013. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 015.3.002: View south-west from entrance to Kensal Green Cemetery

This view is representative of the view from Kensal Green Cemetery.

### Winter

The view (illustrated in Figure 31), shows the cemetery memorials, monuments and vegetation in the foreground with gasometers on the gasworks site to the south-west discernible through the trees in the background of the view. The Old Oak Common depot is 1.5km from this viewpoint and hence any views of the depot are distant and over trees growing in the cemetery and the intervening urban development.

### Summer

In summer the view is further screened by leaves on the deciduous vegetation growing in the cemetery (illustrated in Figure 32).

Figure 31: Viewpoint 015.3.002 – winter view Date taken: 20 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 32: Viewpoint 015.3.002 – Summer view Date taken: 22 August 2013. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 015.2.003: View west from Sutton Way

This view, taken from the street, is representative of the view from six storey flats in Sutton Way.

Due to lack of site access/changes to the Proposed Scheme/the project programme, it has not been possible to capture a winter photograph.

### Winter

The view shows the Little Wormwood Scrubs open space in the foreground with the GWML embankment beyond. Old Oak Common Depot 1.2km away and the view (if any) filtered through trees growing in the open space and on two embankments either side of the intervening mainline tracks.

### Summer

In summer, the view (illustrated in Figure 33), is further screened by leaves on the intervening deciduous vegetation.

### Night-time

At night the foreground is lit by light spill from adjacent properties but Little Wormwood Scrubs is unlit. In the background, Scrubs Lane and Mitre Bridge Industrial Park are lit and the Old Oak Common and North Pole Depots have floodlight equipment.

Figure 33: Viewpoint 015.2.003 – summer view Date taken: 19 October 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 016.1.001: View west from Kensal Green Cemetery

This view is representative of the view from Kensal Green Cemetery.

### Winter

The view (illustrated in Figure 34), shows graves and trees in the cemetery in the foreground. The extensive tree planting throughout the cemetery screens longer views out of the cemetery. The Old Oak Common Depot area is over 1km from the viewpoint location and hence views of the depot are through extensive intervening vegetation and over transport infrastructure on bridges and embankments, over the Grand Union Canal and the Hythe Road industrial estate.

### Summer

In summer, the foreground view is unchanged but longer views (illustrated in Figure 35), are completely screened by leaves on the intervening deciduous vegetation growing in the cemetery grounds.

Figure 34: Viewpoint 016.1.001– winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)

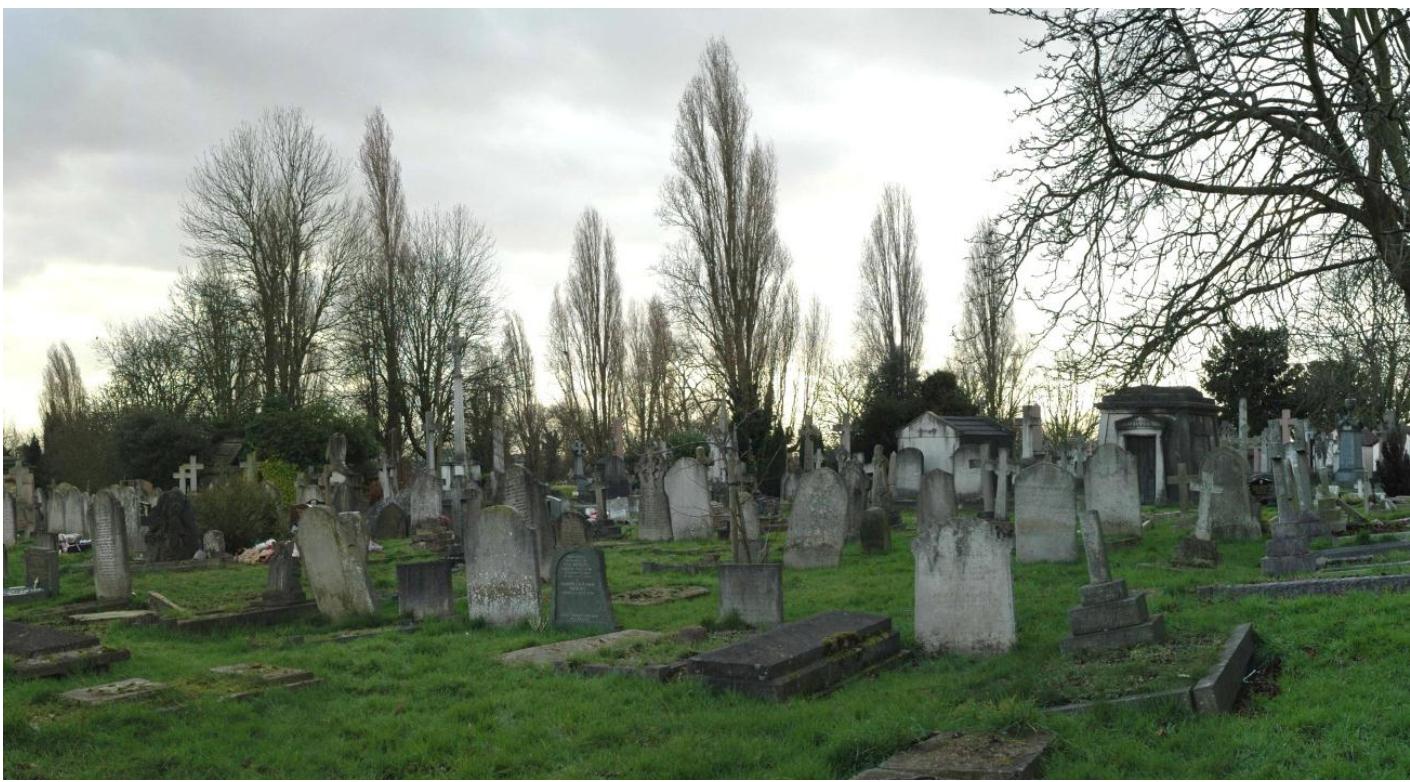


Figure 35: Viewpoint 016.1.001– summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 017.2.002: View north-west from Woodsman's Mews

This view is representative of the view from Woodman's Mews.

### Winter

The view (illustrated in Figure 36) shows the open space north of Woodsman's Mews in the foreground, the Wormwood Scrubs Pony Centre in the middle ground and a distant view towards the Old Oak Common Depot area, filtered and screened by dense intervening deciduous vegetation.

### Summer

In summer the middle ground and background views (illustrated in Figure 37), are almost fully screened by intervening deciduous vegetation.

### Night-time

Wormwood Scrubs open space is unlit at night but the Old Oak Common and North Pole depots have floodlights and the surrounding urban areas are brightly lit by street lighting and light spill from buildings and traffic.

Figure 36: Viewpoint 017.2.002 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 37: Viewpoint 017.2.002 – summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 017.2.005: View north-west from flats between Du Cane Road and the Linford Christie stadium**

This view is representative of the view from flats on Du Cane Road.

### **Winter**

A cricket pitch and an all-weather pitch occupy the foreground, with the buildings of the hospital on Du Cane Road and the Linford Christie Stadium visible beyond. Wormwood Scrubs is in the background of the view. Distant views towards Old Oak Common are filtered and screened by dense deciduous vegetation growing on Wormwood Scrubs and the intervening railway embankment.

Due to no publically accessible location being available, it has not been possible to capture a winter or summer photograph.

### **Summer**

In summer the view is further screened by intervening deciduous vegetation.

### **Night-time**

The sports pitches and the stadium have facilities for flood lighting at night. Wormwood Scrubs open space is not lit but the surrounding urban areas are brightly lit by street lighting and light spill from and traffic.

## Viewpoint 017.7.006: View north-west from Linford Christie stadium and pitches on Wormwood Scrubs

This view, taken from outside the stadium, is representative of the view from the Linford Christie Stadium.

### Winter

The view (illustrated in Figure 38), shows Wormwood Scrubs open space in the foreground with vegetation on the Old Oak Common Depot area boundary visible in the background. Taller structures in the depot including railway shed roofs and masts are visible above the vegetation. A woodland belt on the left of the picture screens more distant views to the west.

### Summer

The view (illustrated in Figure 39) shows that in summer the distant view of the depot is almost completely screened by intervening deciduous vegetation.

Figure 38: Viewpoint 017.7.006 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 39: Viewpoint 017.7.006 – summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 017.2.008: View north-west from Her Majesty's Prison Wormwood Scrubs and Hammersmith Hospital

This view, taken from outside the prison, is representative of the view from Her Majesty's Prison Wormwood Scrubs and Hammersmith hospital.

### Winter

The viewpoint (illustrated in Figure 40) shows Wormwood Scrubs in the foreground with the vegetation on the Old Oak Common Depot area boundary visible in the distance. Taller depot structures and train sheds are visible, above intervening vegetation, but the depot area is otherwise currently almost wholly screened by the vegetated embankment.

### Summer

The viewpoint (illustrated in Figure 41) shows that in summer the view is further screened by intervening deciduous vegetation, though the roofs of train sheds are still discernible.

### Night-time

Wormwood Scrubs is largely dark at night. The Old Oak Common and North Pole Depot areas have the facilities for lighting at night and the surrounding urban areas are brightly lit by street lighting and light spill from buildings and traffic.

Figure 40: Viewpoint 017.2.008–winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 41: Viewpoint 017.2.008–summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 017.3.009: View north-west from Wormwood Scrubs open space

This view is representative of the view from Wormwood Scrubs.

### Winter

The view (illustrated in Figure 42) shows the grass on Wormwood Scrubs in the foreground, the vegetated depot embankment in the middle ground and the sheds, gantries and other structures of Old Oak Common Depot in the distance. A residential tower on Victoria Road is visible in the background of the view, above screen planting on Wormwood Scrubs. The buildings and other structures in the depot are detracting elements in the view.

### Summer

The view (illustrated in Figure 43) shows the depot is further screened by embankment vegetation in summer, though the roofs of train sheds are still discernible.

Figure 42: Viewpoint 017.3.009 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 43: Viewpoint 017.3.009 – summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 018.3.001: View south-west from Mitre Bridge on Scrubs Lane (access to the Grand Union Canal tow path)**

This view, taken from the street, is representative of the view from Mitre Bridge on Scrubs Lane (access to the Grand Union Canal tow path).

### **Winter**

The view (illustrated in Figure 44) shows the Grand Union Canal and tow path in the foreground, the London Overground railway bridge in the middle ground and buildings in North Acton in the distance. Views of the Old Oak Common Depot are interrupted by the rail bridge.

Figure 44: Viewpoint 018.3.0001 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 45: Viewpoint 018.3.001 – summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 018.2.002: View south-west from the residential canal boats on the Grand Union Canal

This view is representative of the view from the residential boats on the Grand Union Canal.

### Winter

The view shows the Grand Union Canal in the foreground and the Old Oak Common Depot boundary wall. Lights, overhead lines and structures associated with the functioning of the depot are visible above the depot wall.

Due to no publically accessible location being available, it has not been possible to capture a winter or summer photograph.

### Summer

In summer the view is largely unchanged due to the limited areas of vegetation in the view.

### Night-time

The canal and towpath are unlit at night. The Old Oak Common Depot has the facilities for lighting at night and the surrounding urban areas are brightly lit by street lighting and light spill from buildings and traffic.

### **Viewpoint 018.3.003: View south-west from tow path of Grand Union Canal**

This view is representative of the view from the tow path of the Grand Union Canal, west of Scrubs Lane.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

#### **Winter**

This view (illustrated in Figure 46) shows the 1.5m high depot boundary wall and boundary vegetation in the foreground. In the middle ground, the rail sheds, overhead line equipment and structures associated with the functioning of the depot are visible above the wall.

#### **Summer**

There is little screening vegetation and hence the summer view is similar to the winter view

Figure 46: Viewpoint 018.3.003 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama).



### **Viewpoint 018.3.004: View south-west from the footbridge over the Grand Union Canal**

This view, taken from the pedestrian bridge over the canal, is representative of the view from the Grand Union Canal.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

#### **Winter**

This view shows the Old Oak Common Depot with the Crossrail worksite and rail shed visible in the foreground.

#### **Summer**

The summer view (illustrated in Figure 47), shows that there is little screening vegetation and hence the summer view is similar to the winter view.

Figure 47: Viewpoint 018.3.004 –summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama).



## Viewpoint 019.2.001: View north from Braybrook Street

This view, taken from the street, is representative of the view from Braybrook Street.

### Winter

This view (illustrated in Figure 48) shows the perimeter planting on Wormwood Scrubs open space in the foreground, with wildflower meadows and the vegetated depot embankment in the middle ground and the sheds, gantries and other structures of the Old Oak Common Depot in the distance.

### Summer

The view is further screened by perimeter planting and embankment vegetation in summer (illustrated in Figure 49).

### Night-time

Wormwood Scrubs is unlit at night. The Old Oak Common Depot has the facilities for lighting at night and the surrounding urban areas are brightly lit by street lighting and light spill from buildings and traffic.

Figure 48: Viewpoint 019.2.001 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 49: Viewpoint 019.2.001 – summer view Date taken: 22 August 2013. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 019.2.002: View east, west and south from dwellings on Well House Road**

This view, taken from the street, is representative of the view from Wells House Road.

### **Winter**

This view (illustrated in Figure 50) shows a house in Wells House Road and Old Oak Common Lane in the foreground. The depot fences, self-sown vegetation growing on the boundary, maintenance sheds and an entrance to the Old Oak Common Depot from Old Oak Common Lane are visible in the middle ground of the photograph. The large industrial scale sheds, temporary office buildings, storage tanks, car parking and other uses associated with running and maintaining the railway detract from the view. Views looking west (from private land and not illustrated) are over the Cricklewood to Acton Wells Line and industrial estate off Victoria Road; these also detract from the view. Views looking south (from private land and not illustrated) are over vacant railway land surrounded on three sides and bisected by railway tracks including the Acton to Northolt Line which runs along the northern side of the Well House Road houses. There are electricity substations in this location, but the vacant areas have been colonised by scrub, which positively contributes to the quality of the view.

### **Summer**

Views (illustrated in Figure 51) from ground floor windows will be partly screened in summer by garden vegetation; there is little screening vegetation growing in the depot itself.

### **Night-time**

At night, the foreground of the view is brightly lit by existing street lighting and light spill from surrounding buildings and intermittent vehicle traffic. The Old Oak Common and North Pole Depots has the facilities for lighting at night and the surrounding urban areas are brightly lit by street lighting and light spill from buildings and traffic.

Figure 50: Viewpoint 019.2.002 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 51: Viewpoint 019.2.002 – summer view Date taken: 6 June 2013. Nikon D3200 35mm lens (stitched panorama)



### Viewpoint 019.4.003: View north from Wales Farm Road

This view, taken from the street, is representative of the view of pedestrians on Wales House Road.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

#### Winter

This view (illustrated in Figure 52) shows Wales Farm Road in the foreground and the Victoria Road industrial estate and road bridge over the LU Central Line beyond.

#### Summer

In summer the view is largely unchanged due to the small amount of vegetation in the view.

Figure 52: Viewpoint 019.4.003—winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama).



### Viewpoint 019.2.004: View north and east from tower blocks on Victoria Road, the University of Arts London and the Holiday Inn Express London Park Royal

This view, taken from the street, is representative of the view from residential tower blocks and the hotel on Victoria Road.

Due to lack of site access/changes to the Proposed Scheme/the project programme, it has not been possible to capture a winter photograph.

#### Winter

This view shows Victoria Road, an entrance to North Acton LU station, the hotel and the petrol station in the foreground with the LUCL embankment vegetation visible beyond. The industrial estate between Chase Road and Victoria Road is visible in the background from upper floors.

#### Summer

The view (illustrated in Figure 53) is further screened by embankment vegetation in summer.

#### Night-time

At night, the foreground of the view is brightly lit by existing street lighting and light spill from surrounding buildings and traffic. North Acton Station is lit at night and the surrounding urban areas are brightly lit by street lighting and light spill from buildings and traffic. The LU Central Line railway corridor is not lit, but there are street lights in the industrial estate between Chase Road and Victoria Road.

Figure 53: Viewpoint 019.2.004—summer view Date taken: 6 June 2013. Nikon D3200 35mm lens(stitched panorama).



## **Viewpoint 020.4.001: View south-west along Victoria Road**

This view is representative of the view of pedestrians south-west along Victoria Road.

Due to limited intervening vegetation a single photograph has been used to represent summer and winter view.

### **Winter**

This view (illustrated in Figure 54) shows Victoria Road in the foreground and the bridge over the LU Central Line beyond. Trees line the footway but they occupy a small proportion of the view. The industrial estate south of Victoria Road is visible on the left of the photograph.

### **Summer**

In summer the view is largely unchanged due to the small amount of vegetation in the view.

Figure 54: Viewpoint 020.4.001– winter view Date taken: 20 February 2013. Nikon D3200 35mm lens (stitched panorama).



## Viewpoint 020.3.002: View west from Victoria Road Play Area

This view is representative of the view from Victoria Road play area.

### Winter

The view (illustrated in Figure 55) shows the play equipment and trees in the play area in the foreground with Victoria Road and the Cricklewood to Acton Wells Line rail bridge beyond. Victoria Road is at a lower level than the play area and consequently is screened from view.

### Summer

In summer, the view (illustrated in Figure 56) is largely unchanged due to the small amount of vegetation in the view. Trees in the play area and beyond screen part of the Cricklewood to Acton Wells Line.

Figure 55: Viewpoint 020.3.002 – winter view Date taken: 20 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 56: Viewpoint 020.3.002 – summer view Date taken: 6 June 2013. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 020.4.003: View east from Old Oak Common Lane**

This view is representative of the view of pedestrians from Old Oak Common Lane.

Due to lack of intervening vegetation a single photograph has been used to represent summer and winter view.

### **Winter**

The view (illustrated in Figure 57) shows Old Oak Common Lane and the railings along the Old Oak Common Depot boundary in the foreground, with the rail sheds and other infrastructure in the depot visible beyond. The City of London skyline can be seen in the background of the view.

### **Summer**

In summer, the view is unchanged due to the small amount of vegetation in the view.

Figure 57: Viewpoint 020.4.003—summer view Date taken: 15 August 2012. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 020.2.004: View south-east from Midland Terrace and Shaftesbury Gardens

This view, taken from the street, is representative of the view from the two storey terraced dwellings on Midland Terrace and the three and four storey apartments in Shaftesbury Gardens.

### Winter

The view (illustrated in Figure 58) shows the planting in the communal gardens of Shaftesbury Gardens and industrial buildings on Old Oak Common Lane beyond. The NLL rail corridor between Shaftesbury Gardens and Old Oak Common Lane is hidden from view because it is in a cutting.

### Summer

The view of industrial buildings on Old Oak Common Lane is further screened by vegetation in summer (illustrated in Figure 59).

### Night-time

At night, the foreground of the view is lit by street lighting and light spill from surrounding buildings. The NLL line railway corridor is not lit but there are street lights on Old Oak Common Lane beyond. The Old Oak Common depot area (screened by buildings on Old Oak Common Lane) has the facilities for lighting and contributes to night-time lighting in the wider area.

Figure 58: Viewpoint 020.2.004 – winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 59: Viewpoint 020.2.004 – summer view Date taken: 22 August 2013. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 020.3.005: View north-west from the Grand Union Canal

This view, taken from the tow path, is representative of the view from the Grand Union Canal west of Old Oak Common Lane.

### Winter

The view (illustrated in Figure 60) shows the canal and towpath in the foreground with the industrial sheds on the Willesden Euro Terminal site beyond. The Euro Terminal site is partly screened by vegetation growing in the canal boundary.

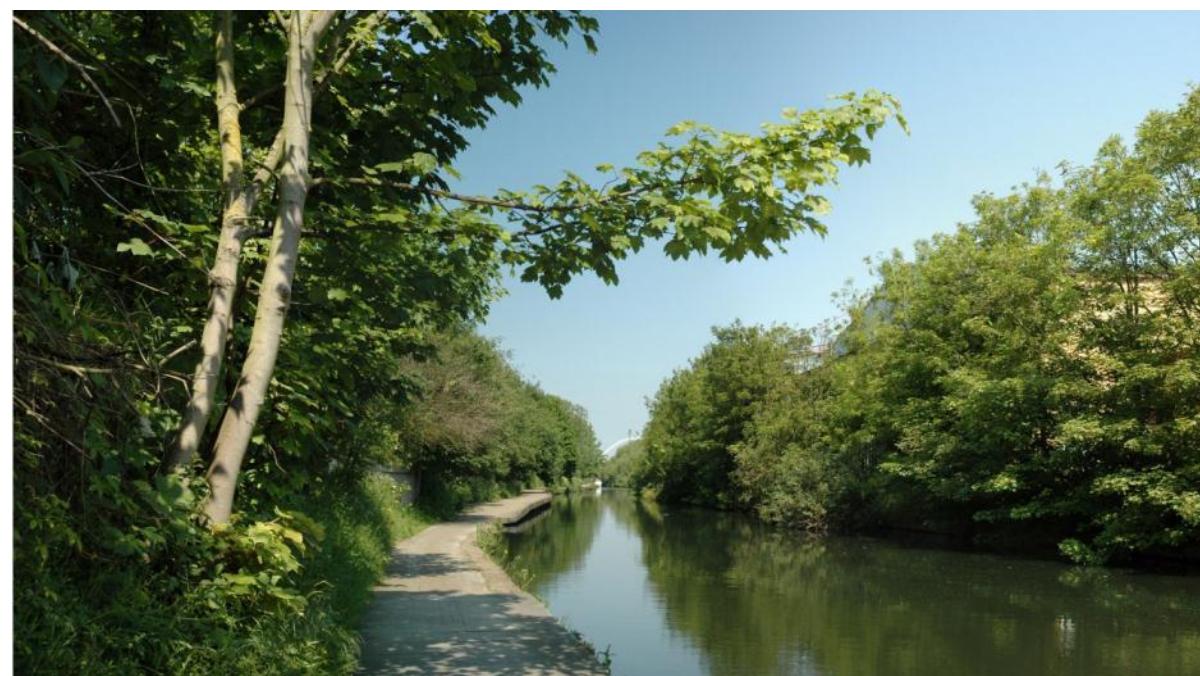
### Summer

The view (illustrated in Figure 61) of industrial buildings on the Euro Terminal site is further screened by vegetation on the canal boundary in summer.

Figure 60: Viewpoint 020.3.005 – winter view Date taken: 20 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 61: Viewpoint 020.3.005 – summer view Date taken: 6 June 2013. Nikon D3200 35mm lens (stitched panorama)



## Viewpoint 020.2.006: View west from Stephenson Street

This view, taken from the street, is representative of the view from houses on Stephenson Street.

### Winter

The view (illustrated in Figure 62) shows a car park in Stephenson Street in the foreground, with the industrial sheds and cranes on the Willesden Euro Terminal site beyond. The Euro Terminal site is partly screened by vegetation growing on the site boundary.

### Summer

The view (illustrated in Figure 63) of the Euro Terminal site is further screened by boundary vegetation in leaf.

### Night-time

At night, the foreground of the view is lit by street lighting and light spill from buildings. There is lighting on the Willesden Euro Terminal site beyond.

Figure 62: Viewpoint 020.2.006– winter view Date taken: 5 February 2013. Nikon D3200 35mm lens (stitched panorama)



Figure 63: Viewpoint 020.2.006– summer view Date taken: 10 October 2012. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 020.2.007: View south from Harley Road**

This view is representative of the view from the two storey terraced houses in Harley Road.

### **Winter**

The view is of the wide WCML railway corridor with the industrial buildings of the Willesden Euro Terminal site beyond. The Euro Terminal site is partly screened by garden fences and filtered through the sparse vegetation growing in the back gardens of the houses in Harley Road.

Due to no publically accessible location being available, it has not been possible to capture a winter or summer photograph.

### **Summer**

In summer the view of the Willesden Euro Terminal site is partly screened by intervening vegetation in leaf.

### **Night-time**

At night the foreground of the view is lit by light spill from buildings. There is flood lighting equipment on the Willesden Euro Terminal site beyond and background skyglow from surrounding industrial and residential areas.

## **Viewpoint 020.2.008: View east from Bashley Road**

This view is representative of the view from dwellings in Bashley Road.

### **Winter**

The view is of the Cricklewood to Acton Wells Line railway corridor in the foreground and the industrial buildings of the Atlas Road Industrial Estate beyond. The railway corridor and industrial estate are partly screened by sparse vegetation growing along the railway boundary and by a boundary fence around the residential estate.

Due to no publically accessible location being available, it has not been possible to capture a winter or summer photograph.

### **Summer**

In summer the view of the rail corridor and the Atlas Road Industrial Estate is further screened by intervening vegetation in leaf.

### **Night-time**

At night the foreground of the view is lit by street lighting and light spill from adjacent properties. There are street lights and car park lighting associated with the Atlas Road Industrial Estate beyond and background skyglow from surrounding industrial and residential areas.

## Viewpoint 020.2.009: View west and north from Midland Terrace and Shaftesbury Gardens

This view is representative of the view from the two storey terraced dwellings off Midland Terrace and the three and four storey apartments Shaftesbury Gardens/Victoria Road.

### Winter

The view from the houses in Midland Terrace looking west is of the Cricklewood to Acton Wells Line railway corridor in the foreground and the buildings on the industrial estate off Victoria Road beyond. Vegetation in back gardens and the railway corridor partially screens the view of the buildings on the industrial estate.

The view looking north from the flats in Shaftesbury Gardens is of the tree-lined open spaces between the flats and Victoria Road and the rail bridge over Victoria Road.

Due to no publically accessible location being available, it has not been possible to capture a winter or summer photograph..

### Summer

In summer the view of the railway corridor, business park and Victoria Road bridge are further screened by intervening vegetation in leaf.

## **Viewpoint 020.2.010: View west and north from Old Oak Lane**

This view, taken from the street is representative of the view from dwellings on Old Oak Lane.

Due to changes to the Proposed Scheme, it has not been possible to capture a winter photograph.

### **Winter**

The view shows the junction of Atlas Road, Old Oak Lane, Victoria Road and Old Oak Common Lane in the foreground. The building in the centre of the view is Rowan House. The Atlas Road Industrial Estate is visible beyond Rowan House. The vegetation visible on the right of the picture screens the derelict Nash House which lies behind.

### **Summer**

In summer the view (illustrated in Figure 64) is unchanged due to the small amount of vegetation in the view.

Figure 64: Viewpoint 020.2.010 – summer view Date taken: 06 June 2013. Nikon D3200 35mm lens (stitched panorama)



## **Viewpoint 022.3.001: View east from Acton Cemetery**

This view is representative of the view from Acton Cemetery.

Due to changes to the Proposed Scheme, it has not been possible to capture a winter photograph.

### **Winter**

The view shows the graves in the foreground with the railings and pollarded trees on the cemetery boundary. The building visible beyond is on the industrial estate east of Chase Road. Parked cars on Chase Road are visible in front of the buildings.

### **Summer**

In summer the view (illustrated in Figure 65) is unchanged due to the limited screening effect of the trees in the view.

Figure 65: Viewpoint 022.3.001–summer view Date taken: 06 June 2013. Nikon D3200 35mm lens (stitched panorama)



# Part 3 Assessment matrices

## 1 Landscape assessment matrix

- 1.1.1 Table 2 summarises the assessment of significance for all the LCA identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 4, Section 9. Not significant effects (minor or negligible) are summarised in Part 4 of this volume. For some LCA it has been identified that no further assessment is required in one of the assessment years. This is on the basis that, through application of professional judgement, it has been determined that no significant effects would occur and therefore no further assessment has been undertaken.

Table 2: Landscape assessment matrix

Landscape character area	Construction	Operation year 1 (2026)	Operation year 15 (2041)	Operation year 60 (2086)
Paddington Cemetery and 19th Century/Pre-war Residential LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Kilburn Lane and Carlton Vale Post-war Residential and Community LCA	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse
West Kilburn 19th Century Residential LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Queen's Park and 19th Century/Pre-war Residential LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Kensal Green and St Mary's Cemeteries LCA	Negligible	No further assessment required	No further assessment required	No further assessment required
Acton Community and Institutional Use LCA	Minor adverse	No further assessment required	No further assessment required	No further assessment required
Wormwood Scrubs Open Space LCA	Moderate adverse	No further assessment required	No further assessment required	No further assessment required
East Acton Residential LCA	Minor adverse	No further assessment required	No further assessment required	No further assessment required
Old Oak Common Depot and Surrounding Transport Infrastructure LCA	Minor adverse	Minor beneficial	Minor beneficial	Minor beneficial
Old Oak Common Residential LCA	Moderate adverse	Minor adverse	Minor adverse	Negligible
North Acton Industrial and Commercial Zone LCA	Minor adverse	Negligible effects	Negligible effects	Negligible effects
Old Oak Lane and Willesden Residential LCA	Minor adverse	No further assessment required	No further assessment required	No further assessment required
Acton Cemetery LCA	Minor adverse	No further assessment required	No further assessment required	No further assessment required

## 2 Visual assessment matrix

2.1.1 Table 3 summarises the assessment of significance for all the representative viewpoints identified within the study area. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 4, Section 9. Not significant effects (minor or negligible) are summarised in Part 4 of this volume. For some viewpoints it has been identified that no further assessment is required in one of the assessment years/seasons. This is on the basis that, through application of professional judgement, it has been determined that no significant effects would occur and therefore no further assessment has been undertaken. The night-time assessment has only been undertaken for residential, hotel and healthcare receptors with a view of proposed continuous lighting during either construction or operation. In most cases, in the urban areas, additional lighting is not considered to give rise to significant effects due to the widespread presence of street lighting, lightspill from adjacent buildings and skyglow. Where there is no direct foreground visibility of additional lighting, no further assessment has been undertaken.

Table 3: Visual assessment matrix

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041) summer	Operation year 60 (2086) summer
		Winter	Night-time	Winter	Summer	Night-time		
011.2.001	View west from Albert Road and Denmark Road	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
011.4.002	View west from Carlton Vale	Minor adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
011.4.003	View north-west from Saltram Crescent	Negligible	No further assessment required	No further assessment required				
012.2.001:	View south-west from Brondesbury Road and Brondesbury Villas	Minor adverse	No further assessment required	No further assessment required				
012.3.002	View south from Paddington Cemetery	Negligible	No further assessment required	No further assessment required				
013.2.001	View west from Salusbury Road/Albert Road junction	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
013.2.002	View north from Kilburn Lane	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
013.4.003	View east from Kilburn Lane	Moderate adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
013.4.004	View north from Portnall Road	Moderate adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
014.4.001	View south from Salusbury Road	Moderate adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
014.2.002	View east from Claremont Road	Major adverse	No further assessment required	Major adverse	Major adverse	No further assessment required	Major adverse	Major adverse
014.2.003	View south-east from Harvist Road	Minor adverse	No further assessment required	No further assessment required				
014.3.004	View south-east from Queens's Park	Negligible	No further assessment required	No further assessment required				
015.3.001	View west from Dissenters' Chapel at Kensal Green Cemetery	Negligible	No further assessment required	No further assessment required				
015.3.002	View south-west from entrance to Kensal Green Cemetery	Negligible	No further assessment required	No further assessment required				
015.2.003	View west from Sutton Way	Negligible	Negligible	No further assessment required	No further assessment required			

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041) summer	Operation year 60 (2086) summer
		Winter	Night-time	Winter	Summer	Night-time		
016.1.001	View west from Kensal Green Cemetery	Negligible	No further assessment required	No further assessment required				
017.2.002	View north-west from Woodsman's Mews	Negligible	Negligible	No further assessment required	No further assessment required			
017.2.005	View north-west from flats between Du Cane Road and the Linford Christie stadium	Negligible	Negligible	No further assessment required	No further assessment required			
017.7.006	View north-west from Linford Christie stadium and pitches on Wormwood Scrubs	Negligible	No further assessment required	No further assessment required				
017.2.008	View north-west from Her Majesty's Prison Wormwood Scrubs and Hammersmith Hospital	Minor adverse	Negligible	Negligible	Negligible	No further assessment required	Negligible	Negligible
017.3.009	View north-west from Wormwood Scrubs open space	Moderate adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
018.3.001	View south-west from Mitre Bridge on Scrubs Lane (access to the Grand Union Canal tow path)	Negligible	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
018.2.002	View south-west from the residential canal boats on the Grand Union Canal	Minor adverse	Negligible	Negligible	Negligible	No further assessment required	Negligible	Negligible
018.3.003	View south-west from tow path of Grand Union Canal	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
018.3.004	View south-west from the footbridge over the Grand Union Canal	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
019.2.001	View north from Braybrooke Street	Minor adverse	Negligible	Negligible	Negligible	No further assessment required	Negligible	Negligible
019.2.002	View east, west and south from dwellings on Well House Road.	Major adverse	Negligible	Moderate beneficial	Moderate beneficial	No further assessment required	Moderate beneficial	Moderate beneficial
019.4.003	View north from Wales Farm Road	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
019.2.004	View north and east from tower blocks on Victoria Road, the University of Arts London and the Holiday Inn Express London Park Royal	Moderate adverse	Negligible	Negligible	Negligible	No further assessment required	Negligible	Negligible
020.4.001	View south-west along Victoria Road	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
020.3.002	View west from Victoria Road Play Area	No views during construction	No views during construction	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
020.4.003	View east from Old Oak Common Lane	Minor adverse	No further assessment required	Negligible	Negligible	No further assessment required	Negligible	Negligible
020.2.004	View south-east from Midland Terrace and Shaftesbury Gardens	Minor adverse	Negligible	No further assessment required	No further assessment required			
020.3.005	View north-west from the Grand Union Canal	Moderate adverse	No further assessment required	No further assessment required				
020.2.006	View west from Stephenson Street	Negligible	Negligible	No further assessment required	No further assessment required			

Viewpoints		Construction		Operation year 1 (2026)			Operation year 15 (2041) summer	Operation year 60 (2086) summer
		Winter	Night-time	Winter	Summer	Night-time		
020.2.007	View south from Harley Road	Negligible	Negligible	No further assessment required	No further assessment required			
020.2.008	View east from Bashley Road	Negligible	Negligible	No further assessment required	No further assessment required			
020.2.009	View west and north from Midland Terrace and Shaftesbury Gardens	Major adverse	No further assessment required	Moderate adverse	Moderate adverse	No further assessment required	Moderate adverse	Moderate adverse
020.2.010	View west and north from Old Oak Lane	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse
022.3.001	View east from Acton Cemetery	Moderate adverse	No further assessment required	Minor adverse	Minor adverse	No further assessment required	Minor adverse	Minor adverse

# Part 4 Schedule of not significant effects

## 1 Temporary effects arising during construction

- 1.1.1 Due to the scale of the construction activities, works will be highly visible in many locations and will have the potential to give rise to significant effects which cannot be mitigated. This is commonplace with construction of major infrastructure projects, but it should be noted that these effects are temporary in nature and relate to the peak construction phase. Effects during other phases of works are likely to be less due to a smaller amount of construction equipment being required at the time and a reduced intensity of construction activity.

### 1.2 Landscape assessment

- 1.2.1 Table 4 summarises the assessment for all the LCA identified within the study area, which are considered to experience not significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 4, Section 9.

Table 4: Schedule of not significant landscape effects during construction

Landscape character area	Description of effect
Paddington Cemetery and 19th Century/Pre-war Residential LCA	The addition of new features including cranes will not influence the overall character and setting of the LCA; cranes might be visible on the Salusbury Road vent shaft site above the trees. The magnitude of change is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.
West Kilburn 19th Century Residential LCA	The addition of new features including cranes will not influence the overall character and setting of the LCA; cranes on the Salusbury Road vent shaft site might be visible above the roofline. The magnitude of change is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.
Queen's Park and 19th Century/Pre-war Residential LCA	The addition of new features including cranes will not influence the overall character and setting of the LCA; cranes on the Salusbury Road vent shaft site might be visible above the roofline. The magnitude of change is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.
Kensal Green and St Mary's Cemeteries LCA	The addition of new features including cranes will not influence the overall character and setting of the LCA; cranes on the Old Oak Common station site might be visible above the tree tops. The magnitude of change is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the character area will result in a negligible effect.
Acton Community and Institutional Use LCA	The addition of new features including cranes will not influence the overall character and setting of the LCA; cranes on the Old Oak Common station site might be visible above the tree tops and rooflines. The magnitude of change is considered to be low. The low magnitude of change assessed against the low sensitivity of the character area will result in a minor adverse effect.
East Acton Residential LCA	The presence of cranes and construction activity on the Old Oak Common station site will be visible above the existing embankment, tree tops and rooflines. The addition of these new features will form largely inconspicuous elements that will not influence the existing character or setting of the LCA. The magnitude of change is considered to be low. The low magnitude of change assessed against the high sensitivity of the character area will result in a minor adverse effect.
Old Oak Common Depot and Surrounding Transport Infrastructure LCA	The construction works on the Old Oak Common site and the worksites will be prominent in the landscape, but within the context of a railway depot and an industrial estate they will not result in the introduction of new elements in the landscape that alter its character. The magnitude of change is considered to be medium. The medium magnitude of change assessed against the low sensitivity of the character area will result in a minor adverse effect.
North Acton Industrial and Commercial Zone LCA	The construction works associated with the main and satellite compounds at the Willesden Euro Terminal, Atlas Road, Victoria Road cross over box and Old Oak Common station; the bridge replacement works and the road works will be prominent in the landscape, but within the context of a railway depot, industrial estates and the local transport infrastructure network they will not result in the introduction of new elements in the landscape that alter its character. The magnitude of change is considered to be medium. The medium magnitude of change assessed against the low sensitivity of the character area will result in a minor adverse effect.
Old Oak Lane and Willesden Residential LCA	Construction activity on the Willesden Euro Terminal worksite will be evident in the area closest to the site but the site is currently a working freight depot and the activities that will take place as part of construction will represent a minor alteration to the setting of the LCA. The magnitude of change is considered to be low. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.
Acton Cemetery LCA	The construction works on the Victoria Road crossover depot will not result in the introduction of new elements in the landscape that alter its character and will represent a minor alteration to the setting of the LCA. Intervening vegetation will screen most of the cemetery from the works. Overall, the magnitude of change is considered to be low. The low magnitude of change assessed against the medium sensitivity of the character area will result in a minor adverse effect.

## 1.3 Visual assessment

1.3.1 Table 5 summarises the assessment for all the representative viewpoints identified within the study area, which are considered to experience not significant effects (minor or negligible) during construction of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 4, Section 9. The construction assessment has been undertaken during winter, in line with best practice guidance, to ensure a robust assessment. However, in some cases, visibility of construction activities may be reduced during summer when vegetation, if present in a view, will be in leaf.

Table 5: Schedule of not significant visual effects during construction

Viewpoint	Description of effect
011.2.001: View west from Albert Road and Denmark Road	There will be narrow views of the works on the Salusbury Road shaft site over intervening buildings and vegetation and the gyratory at Premier Corner from the upper levels of the 13 storey flats. The presence of construction activity will be screened from lower levels but will represent a minor alteration to the character of the view from upper levels. The presence of cranes will be noticeable but these are a common feature on the London skyline. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
011.4.002: View west from Carlton Vale	There will be narrow views of the works on the Salusbury Road shaft site between the Falcon Public House and the vegetation growing in the gardens of the Albert Road flats. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the medium sensitivity of the receptor will result in a minor adverse effect.
011.4.003: View north-west from Saltram Crescent	There will be distant views of cranes on the Salusbury Road shaft site over intervening buildings and vegetation; these are a common feature on the London skyline. The magnitude of change to this view is considered to be negligible as the changes within the background of the view will be largely inconspicuous. The negligible magnitude of change assessed against the medium sensitivity of the receptor will result in a negligible effect.
012.2.001: View south-west from Brondesbury Road and Brondesbury Villas	In the background of the view, cranes will be visible on the Salusbury Road shaft site over the rail sheds in the railway corridor in the foreground, the Salusbury Road bridge beyond and intervening vegetation. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
012.3.002: View south from Paddington Cemetery	Cranes on the Salusbury Road vent shaft site will be discernible in the background of the view, above trees growing in the cemetery. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.
014.2.003: View south-east from Harvist Road	There will be views of cranes on the Salusbury Road shaft site largely filtered by intervening railway buildings, the station platform canopy and vegetation growing the back gardens of the Harvist Road properties. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
014.3.004: View south-east from Queen's Park	There will be views of cranes on the Salusbury Road vent shaft site largely filtered by intervening trees. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.
015.3.001: View west from Dissenters' Chapel at Kensal Green Cemetery	The view towards the works on the Old Oak Common station main construction compound, the Victoria Road crossover box main compound and the Victoria tunnel drive main compound will be screened by extensive intervening vegetation, railway lines, roads on bridges, the Grand Union canal and the Hythe Road industrial estate. Cranes might be visible in the view above trees. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.
015.3.002: View south-west from entrance to Kensal Green Cemetery	The view towards the works on the Old Oak Common station main construction compound, the Victoria Road crossover box main compound and the Victoria tunnel drive main compound will be screened by extensive intervening vegetation, railway lines, roads on bridges, the Grand Union canal and the Hythe Road industrial estate. Cranes might be visible in the view above trees. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.
015.2.003: View west from Sutton Way	There will be distant views of cranes on the Old Oak Common station main construction compound, the Victoria Road crossover box main compound and the Victoria tunnel drive main compound in the distance above trees. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.  The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the Old Oak Common Depot are lit during the night for specific operations and the surrounding area is already brightly lit. There will be negligible magnitude of change, to the night-time view resulting in a negligible effect.
016.1.001: View west from Kensal Green Cemetery	The view towards the Old Oak Common station main construction compound, the Victoria Road crossover box main compound and the Victoria tunnel drive main compound will be screened by extensive intervening vegetation, railway lines, roads on bridges, the Grand Union canal and the Hythe Road industrial estate. Cranes might be visible in the view above trees. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.
017.2.002: View north-west from Woodsman's Mews	There could be views of cranes on the Old Oak Common station main construction compound in the distance above trees. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.  The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the depot are lit during the night for specific operations and the surrounding area is already brightly lit resulting in a negligible magnitude of change and negligible effect.
017.2.005: View north-west from flats between Du Cane Road and the Linford Christie stadium.	There could be views of cranes on the Old Oak Common station main construction compound in the distance above trees. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.  The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the depot are lit during the night for specific operations and the surrounding area is already brightly lit resulting in a negligible magnitude of change and negligible effect.

Viewpoint	Description of effect
017.7.006: View north-west from Linford Christie stadium and pitches on Wormwood Scrubs	There will be views of cranes and construction activity on the Old Oak Common station main construction compound in the distance filtered by intervening trees and viewed as inconspicuous elements in the wider panorama from the sports facilities. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the low sensitivity of the receptor will result in a negligible effect.
017.2.008: View north-west from Her Majesty's Prison Wormwood Scrubs and Hammersmith Hospital	There will be views of cranes and construction activity on the Old Oak Common station main construction compound filtered and partially screened by intervening buildings. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
	The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the depot are lit during the night for specific operations and the surrounding area is already brightly lit resulting in a negligible magnitude of change and negligible effect.
018.3.001: View south-west from Mitre Bridge on Scrubs Lane (access to the Grand Union Canal tow path)	There will be views of cranes and construction on the Old Oak Common station main construction compound largely filtered and partially screened by intervening buildings and transport infrastructure. The magnitude of change to this view is considered to be low. The negligible magnitude of change assessed against the low sensitivity of the receptor will result in a negligible effect
018.2.002: View south-west from the residential canal boats on the Grand Union Canal	There will be views of cranes on the Old Oak Common station main construction compound above the 1.4m high depot boundary wall. The works will be on a similar scale to the uses currently the site. No uncharacteristic new features will be introduced in the view. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
	The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the depot are lit during the night for specific operations and the surrounding area is already brightly lit resulting in a negligible magnitude of change and negligible effect.
018.3.003: View south-west from tow path of Grand Union Canal	There will be views of cranes and construction activity on the Old Oak Common station main construction compound above the 1.4m high depot boundary wall. The works will be on a similar scale to the uses currently on the Old Oak Common depot. No uncharacteristic new features will be introduced in the view. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
018.3.004: View south-west from the footbridge over Grand Union Canal	There will be views of cranes and construction activity on the Old Oak Common station main construction compound, but these will be partly screened by the Crossrail train shed. The works will be on a similar scale to the uses currently on the Old Oak Common depot area. No uncharacteristic new features will be introduced in the view. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
019.2.001: View north from Braybrook Street	Cranes and construction activity on the station site will be visible above the embankment along the Old Oak Common depot boundary. The works will be on a similar scale to the uses currently on both sites. No uncharacteristic new features will be introduced in the view. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
	The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the depot are lit during the night for specific operations and the surrounding area is already brightly lit resulting in a negligible magnitude of change and negligible effect.
019.2.002: View east, west and south from Wells House Road.	Significantly affected: refer to Volume 2.  The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the depot are lit during the night for specific operations and the surrounding area is already brightly lit resulting in a negligible magnitude of change and negligible effect.
019.4.003: View north from Wales Farm Road	There will be clear and close views of the bridge widening works and of cranes and buildings and plant in the Victoria Road crossover box main compound and the Victoria tunnel drive main compound beyond. The work will be taking place on a busy road where the existing quality of the view is low. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the low sensitivity of the receptor will result in a minor adverse effect.
019.2.004: View north and east from tower blocks on Victoria Road, the University of Arts London and the Holiday Inn Express London Park Royal	Significantly affected: refer to Volume 2.
	At night, the use of additional lighting associated with the Victoria Road Tunnel Drive and Victoria Road Crossover Main Compounds will be viewed in the context of the existing street lighting and light spill from adjacent buildings resulting in a negligible magnitude of change and negligible effect.
020.4.001: View south-west along Victoria Road	There will be clear and close views of the bridge widening works and of cranes and buildings and plant in the Victoria Road crossover box main compound and the Victoria tunnel drive main compound beyond. These will be taking place on a busy road where the existing quality of the view is low. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the low sensitivity of the receptor will result in a minor adverse effect.
020.4.003: View east from Old Oak Common Lane	There will be clear views of cranes and construction activity on the Old Oak Common station main construction compound. The works are taking place in a railway corridor and adjacent to and existing worksite and hence no new uncharacteristic features will be introduced in the view. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the low sensitivity of the receptor will result in a minor adverse effect.
020.2.04: View south-east from Midland Terrace and Shaftesbury Gardens	Cranes and construction activity on the Old Oak Common station main construction compound will be visible above the intervening vegetation in the rail corridor. The works will be on a similar scale to the uses currently the site. No uncharacteristic new features will be introduced in the view. The magnitude of change to this view is considered to be low. The low magnitude of change assessed against the high sensitivity of the receptor will result in a minor adverse effect.
	The Old Oak Common station site will be continually lit throughout the night with low level background lighting and localised task lighting for shafts and cranes. Parts of the depot are lit during the night for specific operations and the surrounding area is already brightly lit resulting in a negligible magnitude of change and negligible effect.

<b>Viewpoint</b>	<b>Description of effect</b>
020.2.006: View west from Stephenson Street	In the background of the view, cranes and tall plant associated with the Willesden Euro Terminal satellite compound will be visible but partially screened by intervening vegetation. The view already contains cranes, moving plant and stacked containers. The use of the site for construction will not introduce new or uncharacteristic features into the view. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.
	The worksite night-time lighting might be apparent from this viewpoint but since the site and the surrounding area are already brightly lit. The magnitude of change will be negligible resulting in a negligible magnitude of change and negligible effect.
020.2.007: View south from Harley Road	In the background of the view, cranes and tall plant associated with the Willesden Euro Terminal satellite compound will be visible over a wide rail corridor and partially screened by intervening vegetation. The view already contains cranes, moving plant and stacked containers. The use of the site for construction will not introduce new or uncharacteristic features into the view. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect
	The worksite night-time lighting might be apparent from this viewpoint but since the site and the surrounding area are already brightly lit. The magnitude of change will be negligible resulting in a negligible magnitude of change and negligible effect.
020.2.008: View east from Bashley Road	In the background of the view, cranes and tall plant associated with the Atlas Road Industrial Estate satellite compound will be over a wide rail corridor and partially screened by intervening vegetation. The view already contains cranes, moving plant and stacked containers. The use of the site for construction will not introduce new or uncharacteristic features into the view. The magnitude of change to this view is considered to be negligible. The negligible magnitude of change assessed against the high sensitivity of the receptor will result in a negligible effect.
	The worksite night-time lighting might be apparent from this viewpoint but since the site and the surrounding area are already brightly lit. The magnitude of change will be negligible resulting in a negligible magnitude of change and negligible effect.
020.2.009: View west from Midland Terrace and Shaftesbury Gardens	Significantly affected: refer to Volume 2.
020.2.010: View west and north from Old Oak Lane	Significantly affected: refer to Volume 2.

## 2 Permanent effects arising during operation

### 2.1 Landscape assessment

2.1.1 Table 6 summarises the assessment for all the LCA identified within the study area, which are considered to experience not significant effects (minor or negligible) during the operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account the further integration of the Proposed Scheme into the landscape following greater maturity of the proposed planting. The assessment of significant effects is presented in Volume 2, CFA Report 4, Section 9.

Table 6: Schedule of not significant landscape effects during operation

<b>Landscape character area</b>	<b>Description of effect - operation year 1 (2026)</b>	<b>Description of effect - operation year 15 (2041)</b>	<b>Description of effect - operation year 60 (2086)</b>
Paddington Cemetery and 19th Century/Pre-war Residential LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
West Kilburn 19th Century Residential LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
Queen's Park and 19th Century/Pre-war Residential LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
Kensal Green and St Mary's Cemeteries LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
Acton Community and Institutional Use LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
Wormwood Scrubs Open Space LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
East Acton Residential LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.

Landscape character area	Description of effect - operation year 1 (2026)	Description of effect - operation year 15 (2041)	Description of effect - operation year 60 (2086)
Old Oak Common Depot and Surrounding Transport Infrastructure LCA	There will be a change to the character of the LCA as the new station building, though prominent in the landscape, it will be of a similar scale to the existing depot buildings and will replace the current architecturally low quality buildings on the site by a building of higher architectural quality. The magnitude of change is considered to be medium assessed against the low sensitivity of the character area resulting in a minor beneficial effect overall.	The planting proposed for the western end of the station will not change overall effects which will remain unchanged in year 15.	The planting proposed for the western end of the station will not change overall effects which will remain unchanged in year 60.
Old Oak Common Residential LCA	There will be a change to the character of the LCA as the new station building, though prominent in the landscape, it will be of a similar scale to the existing depot buildings and will replace the current architecturally low quality buildings on the site by a building of higher architectural quality. The play area and open space on Victoria Road will be smaller in area but will be restored with planting and new play equipment. The magnitude of change is considered to be medium. When assessed against the low sensitivity of the character area there will be a minor adverse effect due to the permanent loss of part of the play area.	Replacement planting will gradually restore the vegetation structure of the area around Victoria Road and enhance the character of Old Oak Common Lane. Overall effects will remain minor adverse in year 15.	Replacement planting will gradually restore the vegetation structure of the area around Victoria Road and enhance the character of Old Oak Common Lane, reducing effect to negligible in year 60.
North Acton Industrial and Commercial Zone LCA	The additional new components of the Proposed Scheme will not influence the overall character or setting of the character area therefore the magnitude of change to landscape character is considered to be negligible. Assessed alongside the low sensitivity of the character area this will result in a negligible effect.	No mitigation planting is proposed and therefore landscape effects will remain unchanged in year 15 of operation. There will be no change to the character and setting of the character area, therefore the magnitude of change remains negligible and will result in negligible effects.	No mitigation planting is proposed and therefore landscape effects will remain unchanged in year 60 of operation. There will be no change to the character and setting of the character area, therefore the magnitude of change remains negligible and will result in negligible effects.
Old Oak Lane and Willesden Residential LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.
Acton Cemetery LCA	The Proposed Scheme will not result in any changes to the character of the LCA. No further assessment required.	No further assessment required.	No further assessment required.

## 2.2 Visual assessment

2.2.1 Table 7 summarises the assessment for all the representative viewpoints identified within the study area, which are considered to experience not significant effects (minor or negligible) during operation of the Proposed Scheme. These are ordered from south to north along the route of the Proposed Scheme. The year 15 and year 60 assessments take into account how greater maturity of proposed planting may further screen views of the Proposed Scheme. The assessment of significant effects is presented in Volume 2, CFA Report 4, Section 9.

Table 7: Schedule of not significant visual effects during operation

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
011.2.001 View west from Albert Road and Denmark Road	The headhouse building and auto-transformer feeder station will occupy most of the shaft site and will be on a larger scale than the surrounding buildings in the area. The security fencing will result in a new feature being introduced into the view. The structures will be viewed over intervening buildings in the middle and background of the view as part of a wider panorama from the high ride flats.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
011.4.002: View west from Carlton Vale	The headhouse building and auto-transformer feeder station will occupy most of the shaft site and will be on a larger scale than the surrounding buildings in the area. The security fencing will result in a new feature being introduced into the view. The new structures will be viewed framed by intervening buildings in the background of the view.  The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The low magnitude of change, assessed alongside the medium sensitivity of the receptor, will result in minor adverse effects.
011.4.003: View north-west from Saltram Crescent	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
012 -2 001: View south-west from Brondesbury Road and Brondesbury Villas	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
012.3.002: View south from Paddington Cemetery	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
014.2.003: View south-east from Harvist Road	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
014.3.004: View south-east from Queens's Park	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
015.3.001: View west from Dissenters' Chapel at Kensal Green Cemetery	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
015.3.002: View south-west from entrance to Kensal Green Cemetery	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
015.2.003: View west from Sutton Way	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
016.1.001: View west from Kensal Green Cemetery	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
017.2.002: View north-west from Woodsman's Mews	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
017.2.005: View north-west from flats between Du Cane Road and the Linford Christie stadium.	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
017.7.006: View west from Linford Christie stadium and pitches on Wormwood Scrubs	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
017.2.008: View north-west from Her Majesty's Prison Wormwood Scrubs and Hammersmith Hospital	The Old Oak Common station will be visible in the view but it will be a characteristic feature in the context of the Old Oak Common depot area and the wider panoramic view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	The upper levels of Old Oak Common station will be visible above intervening vegetation in leaf but it will be a characteristic feature in the view in the context of the Old Oak Common depot area.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site that would change the view from this direction and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
017.3.009: View north-west from Wormwood Scrubs open space	The Old Oak Common station will be visible in the view but it will be a characteristic feature in the context of the Old Oak Common depot area and the wider panoramic view.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	The upper levels of Old Oak Common station will be visible above intervening vegetation in leaf but it will be a characteristic feature in the view in the context of the Old Oak Common depot area.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site that would change the view from this direction and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
018.3.001: View south-west from Mitre Bridge on Scrubs Lane (access to the Grand Union Canal tow path)	There will be clear views of Old Oak Common station over intervening transport infrastructure and it will be a characteristic feature in the view in the context of the Old Oak Common depot area.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There will be clear views of Old Oak Common station over intervening transport infrastructure and vegetation in leaf and it will be a characteristic addition to the view in the context of the Old Oak Common depot area.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site that would change the view from this direction and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site that would change the view from this direction and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
018.2.002: View south-west from the residential canal boats on the Grand Union Canal	The top of the Old Oak Common station might be visible from this location but it will be inconspicuous in the view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is little intervening screen planting in the view and hence the summer view will be the same as the winter view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site that would change the view from this direction and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the station site that would change the view from this direction and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
018.3.003: View south-west from tow path of Grand Union Canal	The top of the Old Oak Common station may be visible from this location but it will be inconspicuous in the view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is no intervening screen planting in the view and hence the summer view will be the same as the winter view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
018.3.004: View south-west from footbridge over Grand Union Canal	The Old Oak Common station may be visible in the background of the view over the intervening Crossrail shed but it will be a characteristic addition to the view in the context of the Old Oak Common railway depot.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is no intervening screen planting in the view and hence the summer view will be the same as the winter view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
019.2.001: View north from Braybrook Street	The top of the Old Oak Common station may be visible from this location but it will be inconspicuous in the view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	There is no intervening screen planting in the view and hence the summer view will be the same as the winter view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
019.4.003: View north from Wales Farm Road	The Victoria Road crossover box headhouse could be visible in the view, but will be of a similar scale and type of building as the existing buildings on the site. The widened bridge will result in a minor alteration to the view.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.
019.2.004: View north and east from tower blocks on Victoria Road, the University of Arts London and the Holiday Inn Express London Park Royal	The Proposed Scheme will be inconspicuous in the view and the Victoria Road crossover box headhouse buildings characteristic in scale and type of the development already in the area.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the high sensitivity of the receptor, will result in negligible effects.
020.4.001: View south-west along Victoria Road.	The Victoria Road crossover box headhouse will be visible in the view, but will be of a similar scale and type as the existing buildings on the site. The widened bridge will result in a minor alteration to the view.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The low magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.
020.4.003: View east from Old Oak Common Lane.	Clear views of the Old Oak Common station. It will be a characteristic addition to the view in the context of the railway depot.  The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The negligible magnitude of change, assessed alongside the low sensitivity of the receptor, will result in negligible effects.
020.2.004: View south-east from Midland Terrace and Shaftesbury Gardens	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
020.3.005: View north-west from the Grand Union Canal	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
020.2.006: View west from Stephenson Street	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
020.2.007: View south from Harley Road	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.

Viewpoint	Description of effect – operation year 1 (2026)		Description of effect – operation year 15 (2041) summer	Description of effect – operation year 60 (2086) summer
	Winter	Summer		
020.2.008: View east from Bashley Road.	There will be no views of the Proposed Scheme once operational in year 1.  No further assessment required.	No further assessment required.	No further assessment required.	No further assessment required.
020.2.010: View west and north from Old Oak Lane.	The widened road and consequent removal of trees will result in a loss of a characteristic element in the view.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.
022.3.001: View east from Acton Cemetery	The Victoria Road crossover box headhouse will be visible in the view, but will be of a similar scale and type as the existing buildings on the site.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence the summer view will be the same as the winter view.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 15.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.	No planting has been proposed for the site and hence effects will remain unchanged in year 60.  The low magnitude of change, assessed alongside the high sensitivity of the receptor, will result in minor adverse effects.

## Part 5 References

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